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No. 14,307 號第壹百零肆千肆第 日捌拾月式十年亥十二緒光 HONGKONG, WEDNESDAY, FEBRUARY 3RD, 1904 叁拜禮 號叁月式年肆零百九千壹英港香 PRICE, \$3 PER MONTH

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10.30 a.m. to 11.30 a.m. ... Every 15 minutes.
11.30 a.m. to 12.30 p.m. ... Every 15 minutes.
12.30 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 15 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.
3.30 p.m. to 4.00 p.m. ... Every 15 minutes.
4.00 p.m. to 4.30 p.m. ... Every 15 minutes.
4.30 p.m. to 5.00 p.m. ... Every 15 minutes.
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THE HONGKONG DISPENSARY.

"subject of the Commission. This was done by the enactment of Ordinance No. 2 of 1902, which was supplemented by Ordinance 45 of 1902, dealing with servants of all classes. I have therefore to express His Excellency's regret that he does not see his way to re-open a question which has been so recently decided." As Administrator, Mr. May very naturally feels it a difficult and delicate task to reverse the policy of the late Governor, and it was perhaps hardly fair to expect him to attempt it, especially after so short a trial of Sir HENRY BLAKE's specific. It is true that the legislation adopted by our late Governor was emanated by his somewhat morbid fear of hurting the feelings of the servants, and that all the evils complained of remain as rampant as ever, if not actually accentuated by the failure to deal with them according to the dictates of common sense. But Mr. May could hardly allege to the Secretary of State that a sufficient time had elapsed to prove this, even though aware that no trial of the remedy was either needed or could be useful. The exigencies of red tape have to be considered, and so rapid an attempt to reverse the acts of the late Governor by a *locum tenens* might not be regarded as savouring of presumption. As we have indicated, therefore, we are not disposed either to charge His Excellency with inconsistency or to believe it probable that his recent elevation would beget in him a change of views on such a question. Mr. May has for the moment been paying the penalties of greatness. He has been compelled to disappoint his admirers—we are confident he had the suffrages of all the fair sex in the Colony in favour of his elevation—and for the moment considerable soreness and irritation prevailed. Perhaps, had Mr. May given the matter more consideration, he might have found an opportunity for unofficially indicating the inadvisability of the ladies addressing their petition to him whilst acting as Administrator, and deferring it until the new Governor—Sir MATTHEW NATHAN—had become firmly seated in the saddle. It is here, doubtless, where our popular Administrator has erred, and therein only from want of thought. It is never fair to expect too much from the acting official. His hands are very much tied, and however earnest his intentions, lower energetic his actions, his limitations are necessarily pretty well defined. That Mr. May has the prosperity of the Colony and the well-being of its residents thoroughly at heart we are most confident, and, in spite of the limitations above referred to, we feel persuaded that his term of office will not pass without good work being accomplished and projects for its benefit initiated or completed.

The English Mail of the 2nd January was delivered in London on the 30th January.

Anti-Christian feeling is reported from some districts of Anhwei, causing the provincial authorities much alarm.

Only one case of communicable disease was reported in the Colony last week—one of enteric fever, imported, the sufferer being an European.

The Emperor of China proceeded to the Takotung temple, Peking, on the 29th ult. to pray for snow, the fields being in need of it.

A London paper announced lately that H.M. the King is to visit the Tsar in May next. The rumour is declared by Lord Knollys to be entirely unfounded.

The C. S. Quitting Club will hold a scratch tournament on Saturday at Happy Valley. By the way, it is now proposed to form a quitting Club in connection with the Docks.

At the Theatre Royal last night the H.M.S. *Vengeance* troupe gave an entertainment in behalf of the local charities. There was a good attendance and the performance was heartily enjoyed by all present.

Information has reached Washington to the effect that Germany is making a quiet but determined effort to secure possession of a coal station at S. Thomas, in the Danish West Indies. The statement requires confirmation.

The residence of Mr. Th. de Berigny, of Berigny & Co., situated on the Hill, Kobe, was almost totally burnt down on the night of the 27th ult. The fire was supposed to have originated in the upstairs region, where was a bath-heating apparatus.

The foreign Chamber of Commerce at Yokohama has issued a circular to the following effect:—In order to comply with Japanese laws, one of which provides that only one Chamber of Commerce, using that title, can exist in any one city in Japan, the Yokohama Foreign Chamber of Commerce has changed its title to Yokohama Foreign Board of Trade. This has become necessary in order to obtain registration as a juridical person for this Institution under the Revised Treaties, and on account of the existence in Yokohama of a Japanese Chamber of Commerce.

After quoting our Port Arthur correspondent's communication with regard to the disappearance of Mr. Sydney George Reilly in Japan, the *Kobe Chronicle* says:—In justice to the Japanese authorities, who have been doing their utmost to trace the whereabouts of Mr. Reilly, we may say that it is now regarded as certain that Mr. Reilly left Japan almost immediately after his arrival and proceeded to Hongkong. His reasons for taking this course are unknown, but that he left the country immediately after writing the letter referred to above [in our correspondent's article] seems certain.

Discussing the argument that the British, if they had the Dalai Lama of Tibet in their hands, would be able to exert great influence over the Buddhist world, the *Noroye Vremya* says that *de facto* Russia could not oppose the British occupation of Tibet, and that in any case there is little likelihood of her wishing to become embroiled with England on this matter. Moreover, proceeds the article, it is by no means certain that the future British Resident at Lhasa will succeed in turning the chief Lamas against Russia, against which they have no animosity whatever. On the contrary it is probable that by becoming near neighbours of the Dalai Lama the British will excite ill-feeling against themselves in the breast of that sacred personage rather than against the Russians, who have only to be affable to the Mongols and just to their Buddhist subjects to secure themselves against any hostility from Lhasa.

The *Times* of Ceylon points out that it is generally assumed that passing Russian men-of-war, in case hostilities in the Far East broke out, would make for Colombo to coal, but the Russians are astute enough to realise that, if less frequented spots could be found, Colombo had better be given a wide berth. There at once rises to the mind, as a most suitable alternative to Colombo, the Maldiv Islands, which would afford an admirable coaling-ground. Many of the reefs would afford complete shelter for coal-steamer in both monsoons. Little interference from the natives would be experienced, for a little gold would appease their curiosity. The collier might lie under the shelter of the reefs quite hidden. Representations from Ceylon to the Maldivian Sultan might be made to induce him to discourage the presence of these colliers, but he could answer with perfect reasonableness, "What can I do?" and it would be necessary for Great Britain to keep a man-of-war constantly employed in patrolling the Maldivian Group.

HONGKONG RACES.

YESTERDAY'S TRAINING.

The course being open yesterday morning, several owners availed themselves of the opportunity to exercise their ponies; it not being the regular day, however, the attendance was small. The weather was good; and the course was in excellent condition. Times, on the whole, were very good, but *Narves*'s 1 mile performance, in view of the fact that he was expected to be so good over this distance, was considered very bad. Some of the times were as follows:—
Aladdin and *Regret*, 1 mile:—33, 1.05.
Aladdin came in first.
Narves, 1 mile, last 1/2:—37, 1.13.
Totila, 1 mile, full time:—35.2.
Manila and *Standard*, 1 mile:—34, 1.0 1/2, 1.42.
Standard was first.
Alarm Sentry, 1 mile:—35, 1.06.
Quebec, 1 mile, last 1/2:—36, 1.11, 1.43.
Polka, 1 mile:—38, 1.10, 1.42, 2.17.
Armanagone, 1 mile, last 1/2:—34, 1.09.
Bonzoine and *Hazard*, 1 mile:—34, 1.07.
Zoufal, 1 mile:—35, 1.08, 1.43.
Donmound and *Lumberman*, 1 mile:—38, 1.14, 1.51, 2.35.
Dormouse came in first.
Tai-yat, 1 mile:—34, 1.08, 1.41.
Remnant, 1 mile:—32, 1.04, 1.36, 2.04.
School Girl, 1 mile:—31, 1.03.

FOOTBALL.

H.K.F.C. v. R.E.

Played on Happy Valley yesterday afternoon under Association rules, this game proved an easy win for the Club. The Club kicked off, going to the attack at once, but Hills (R.E.) was equal to the demand, meeting the ball on several occasions. Gray (Club) was repeatedly a menace to the soldier team. Bonnar and Whitmore advanced on the left, but Hills (R.E.) was successful in the repulse. Neill and Cass (R.E.) both shot wide. Austen and Arcott cleared well. Hills had a run on his own, but shot wide. A moment after Breat of the Club scored a good goal. The soldiers then made a determined effort but could not score. At half-time the score was 1-0 in favour of the Club. A couple of minutes after recommencing Whitmore passing down scored the second goal for the Club, and almost immediately afterwards Robertson scored No. 3. Whitmore scored a fourth, and shortly before the finish Robertson a fifth, the game resulting in a win for the Club by 5-0.
Hills (R.E.) was exceptionally good at back, and the forwards combined well, but they had no support from the halves. The Club played a winning game, being well together.

SUICIDE OF A MAHRATTA.

Private Perajee Sansone, of the 110th Mahrattas, was found dead in his bed on the morning of the 27th ult. with a bullet-wound in his head. An enquiry was held yesterday at the Magistracy under the presidency of Mr. T. Sercombe Smith, when a verdict was returned that deceased died from the effects of a bullet-wound, self-inflicted with his service rifle.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENTS.]

THE NORTHERN CRISIS.

SINGAPORE, 2nd January, 1.40 p.m.

NEW JAPANESE CRUISERS AT SINGAPORE.—SAILING IMMEDIATELY.

The Japanese cruisers *Nishin* and *Kasuga* arrived here this morning. They will coal and sail again immediately for Japan.

[These two cruisers left Genoa on the 9th inst. with emergency crews, half English and half Italian. Five of the officers were Japanese and the rest English. On the 14th they were passing through the Suez Canal and on the 19th had passed Perim.—Ed. D.P.]

GENERAL NEWS.

LONDON, 2nd February, 11.53 a.m.

INDISPOSITION OF BRITISH PREMIER.

The Rt. Hon. Arthur Balfour is down with influenza.

DISASTER IN THE PUNJAB.

A magazine explosion has occurred at Chatinda, in the Punjab.

REUTER'S SERVICE.

THE CRISIS.

LONDON, 31st January.

It is stated in S. Petersburg that the merchandise traffic on the Trans-Siberian Railway will be provisionally suspended from the 2nd February, in order to leave the line free for the conveyance of troops and stores.

NAVAL ACTIVITY AT THE CAPE.

LONDON 31st January.

There is unusual activity at Simons Town, Cape Colony. The British warships are taking in large quantities of coal and ammunition.

THE JAPANESE NAVY.—RECORD BATTLESHIPS.

LONDON, 31st January.

Messrs. Vickers, Sons, & Maxim and Messrs. Armstrong & Co. received orders on Saturday to proceed with the construction and the complete equipment of two new Japanese warships as speedily as possible. The tonnage of each ship is to be 16,400, speed 19 knots, and the armament heavier than that of the best British warship.

SCOTTISH BY-ELECTION.—GOVERNMENT DEFEAT.

LONDON, 31st January.

A Liberal has been elected for Ayr Burghs. [The Liberal candidate for Ayr Burghs was Mr. Joseph Dobbie, an Edinburgh solicitor and a native of Ayr, who opened his campaign at the end of December, his address opposing "retrograde fiscal policy," and protesting against "the alarming increase of public expenditure." The Conservative candidate had not been selected up to the 1st ult. The vacancy was caused by the death of Mr. C. L. Orr-Ewing (C.), who had a majority of 590 at the last election.—Ed. D.P.]

BRITISH ARMY RE-ORGANISATION.

LONDON, 31st January.

With the recommendation of the War Office Committee and the approval of the King, the Government has decided to appoint an Army Council framed on the model of the Board of the Admiralty. A Commander-in-Chief will cease to exist, and a new post of Inspector-General will be created, the principal duty of whom will be to inspect and report on the efficiency of the military forces, under the control of the Home Government.

HACKENSCHMIDT AND MADRALLI.

Shortly before the New Year a wrestling match between the two best wrestlers (it is claimed in the world) was notified in the *Sportsworld* office, London, where Georges Hackenschmidt and Ahmed Madralli of Constantinople, signed articles to contest the best two out of three falls for the Greco-Roman championship, and stakes of £100 a side. Our London telegram published in yesterday's paper gave the result of this celebrated encounter. The Russian (with the German name) won, making thereby £1100 besides gaining the world's championship in the Greco-Roman style of wrestling. Madralli, we see from home report, was also matched against Henri Stanfield, of Lucerne, for the best of three falls in the catch-as-catch-can style.

THE NORTHERN CRISIS.

Local news was scanty again yesterday. The recall of the transport *Dhruva*, first made public in our Singapore telegram in yesterday's issue, was confirmed in service circles, but no definite explanation of the move was forthcoming. It is also known that the H.K.V.C. is ordered to be in readiness for any eventuality.

It will be seen, from the telegram in another column, that the two new Japanese cruisers *Kasuga* and *Nishin* have arrived at Singapore and after coaling yesterday were to sail at once for the North. On the 28th ult. the Tokyo Municipal Assembly resolved unanimously to take charge of the financial arrangements for the proposed entertainment to welcome the crews of the *Kasuga* and *Nishin*.

Not counting two vessels from up river, the steamers *Moo Foo* and *Hangsang*, there was only one arrival at Hongkong up to date in the afternoon yesterday. The solitary steamer was the *Holstein*, and she arrived at one o'clock in the morning. Her last port was Tientsin; and the cargo consisted of coal, mostly for the north. Such slackness in shipping is a record for Hongkong. Many connected with the harbour, say, in all their experiences, they have never known such a thing before. The absence of so many Japanese steamers, of course, makes a great difference to the port. The withdrawal of the Japanese Hongkong-Manila, Japan-Australia, Hongkong-San Francisco and Japan-Australia liners naturally makes a great difference; besides this, too, many non-Japanese steamers have been chartered to replace Government hired Japanese vessels on runs foreign to Hongkong, while several other foreign vessels, again, have been bought up by Japanese. The war-scare has long affected shipping and commerce practically all the world over, but such a marked change at Hongkong is significant.

The freight market, moreover, has taken a remarkable change, freight from Bangkok to Hongkong, jumping from 13 cents per picul to 20 cents per picul in comparatively speaking, a few hours; it is said that as much as 25 cents per picul has been paid in one instance. As soon as the vessels arrive from Bangkok unusual activity is to be observed; the rice bags being turned over and re-marked "Japan." Another significant feature, too, is a strong demand for time charters; shipping, indeed, has taken a turn for the better all round, there being no difficulty in securing good freights either for voyage or otherwise. There is a rumour that, as soon as the Russian steamers *Edvard Bay* and *Manchuria*, the latter with fifty tons of explosives on board, left Hongkong for Port Arthur, a telegram was received to hold them back.

The Tokyo correspondent of the *N.C. Daily News* reported on the 27th ult. that the flotation of exchange bonds and the enhancement of various taxes were imminent. The Imperial Household has decided to subscribe to the forthcoming exchange bonds.

The same correspondent says that a number of Belgians, Russians, and French at Seoul have formed a secret society in communication with some of the higher Korean officials. The recent declaration of neutrality is an outcome of this.

Under the heading of "Providing the Funds" the *N.C. Daily News* published this telegram dated Tokyo, 28th January:—The Premier and the Ministers of Finance, Foreign Affairs, War, and the Navy are giving dinners to-day and to-morrow to prominent bankers and financiers throughout the country.

Yuan Shi-kai and General Ma have been ordered to mass troops on both sides of Shan-haikwan, it being reported that Russia is planning the seizure of the Hsinmintung-Shan-haikwan line, so as to open the way to Peking.

The *Kobe Chronicle* of the 24th ult. writes:—While the nation seems generally to have made up its mind that there is to be no war, the Government continues its preparations unabated. Of course this may be not for the actual purpose of engaging in hostilities, but for taking such measures for safeguarding the interests of Japan in Korea as has been indicated. More vessels were chartered yesterday, and other indications go to show the great activity of the authorities. The suggestion that actual war will be averted does not seem to have pleased naval or military men, who, according to information reaching us, deeply resent the idea that matters will be amicably arranged. It is reported that many officers have lived somewhat beyond their means during the last few weeks in anticipation of the high rate of pay which would be theirs in case of war, and they at least regard the possibility of a pacific settlement with feelings of anything but gratification. There can be no doubt, now that the Government has proceeded so far with its preparations, that there will be considerable difficulty in appeasing the officers, who for some weeks past have looked upon war as a certainty.

Lieutenant-General Workoff and three other members of a Committee appointed by Viceroy Alexieff to inspect the provisions and munitions of war at Port Arthur, have laid a report before the Viceroy. They stated that one-half of the provisions and munitions of war were useless. The Viceroy summoned Major-General Rokasieff, officer in charge of provisions and munitions, reprimanded him, and ordered Major-General Grinskiy to relieve him.

An interesting article appeared recently in the *Vienna Neue Freie Presse* from Herr von Brandt, former German Ambassador to China and Japan, upon the Far Eastern question. He considers it certain that Russia is endeavouring to gain time to complete her unfinished military preparations, also, if possible, to gain from China the recognition of her position in Manchuria, which would considerably increase

her strength. Herr von Brandt by no means considers the Russian force on the spot sufficient. The Japanese navy he regards as fully equal to the Russian, and the Japanese army at the present moment is far superior to anything Russia could put at present in the field. Supposing Japan was financially ruined she would recover much more rapidly than Russia, and losses in the field she could far more easily replace than her rival. Herr von Brandt seems to consider on the whole that Japan's present position would enable her to commence hostilities at once with a good prospect of success.

Mr. Bonnet Burleigh, the well-known *Daily Telegraph* correspondent, gives his views on Japan's navy and army to his journal as follows:—In both services—the Japanese discipline is known to be perfect, and the fidelity and fervour of officers and men in either branch leave nothing to be desired. Their fleet is reported to be as perfect in equipment and material as in personnel. And that the Japanese can handle and manoeuvre their ships, from torpedo-boats to ironclads, is dead certain. British officers of the Navy and merchant service who are unsmitten with the glamour of the East speak of instances of the Japanese Fleet entering and leaving harbours at high speeds, and firing and manoeuvring at sea, all done in a fashion that few English admirals would risk and none could improve upon. That in a naval action they will not hesitate to close is also held to be the case. In guns, and perhaps to-day in the strength of their floating armament in these waters, they are weaker than the Russians, but their discipline and spirit the experts believe will fully equalise matters. Of the army I do not hear quite such satisfactory accounts, for the drill still proceeds upon the German lines, of close formation and using men in massed bodies. They have good rifles, good ammunition, and good cannon, and their transport and ambulance is quite satisfactory; but they have not learned the power of the modern magazine rifle, nor the value and necessity for open formation. Are the Russians, who profess to despise the little Japanese, any better trained? They should remember that history discloses that neither the centaurs nor the giants were the ultimate victors, but men, and the Japanese are all right. So upon land, as upon sea, the contestants seem not too unequally matched.

HONGKONG ICE CO., LD.

The following is the twenty-third annual report of the above company.

The general managers have pleasure in submitting statement of the company's accounts for the year 1903.

Including \$3,632.06 brought forward from the previous year, and after deducting \$30,000 paid as an interim dividend of \$4 per share, the balance at credit of profit and loss account is \$100,844.57, which it is recommended should be appropriated as follows:—

A final dividend of \$12 per share ... \$ 60,000.00
 Provision for contingencies ... 35,000.00
 To carry forward ... 5,844.57
 \$100,844.57

KOON HEW FREE SCHOOL.

The ceremony of presenting the prizes at the Koon Hew Free School, Bonham Strand West, was performed last night by Mr. Lo Koon Ting. The report of Mr. Chan Hwan (the superintendent), showed that the school had accommodated for 200 pupils. Five masters had been engaged and the school was opened for two hours each evening, the upkeep amounting to about \$3000 a year. Since Mr. C. Kent had resigned the headmastership his place had been taken by Mr. Kwok Ying Kun, who was assisted by four assistant masters. The work of the school had got the commendation of many people, including Captain Robinson of the *Stanley*, and Mr. G. R. Smithers, Police Magistrate of Sydney. Several boys out of the school had good positions with the Government and with mercantile firms. Mr. Kwong Wa Tai, M.A., conducted the examination with the following results:—Class I.—1, Tang Shing Cheung; 2, Sham Wai; 3, Chung Cha Ngan; Chung Sik Lun (English into Chinese); and Wong Kam Ying (Chinese into English). Class II.—1, Mak Ping Fui; 2, Yan Kam Ching; 3, Lau King Ching. Class III.—1, Lui Man Tan; 2, Chan Leung; 3, Lui man Sui. Class IV.—1, Shi Yang Shung; 2, Lui Man Sit; 3, Wong Ying Tong. Class V.—1, Lui Ping Chung; 2, Shi Shan Chi; 3, Lo Ping Shan. Class V.B.—Chun Ki Shui; 2, Chang Ping Tong; 3, Cheung Wa Cho. The management thanked the following subscribers to the prize fund:—Captain W. Robinson, Captain L. H. Richards, Mr. J. R. Chapman, Captain and Mrs. E. J. Page, Captain R. Lincoln, Captain and Mrs. W. M. Mason, Mr. E. J. Moses, Captain W. H. Lunt, Captain J. Whitelaw, Mr. J. Weir, Captain J. A. Pratt, Captain A. A. Crawford, Mr. Jean Trevoux and Mr. A. Bunne.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 2nd at 11.50a. The barometer has fallen over China, risen over Japan and the Philippines.

The high pressure area has continued to move Eastwards and lies now over S. Japan.

Pressure is probably still in defect over the S. part of the China Sea.

G-adfients slight to moderate with moderate monsoon in the Formosa Channel and strong monsoon over the N. part of the China Sea.

Forecast:—Fresh N.E. to E. winds; fair.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX STREET, CL.
 LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 3rd FEBRUARY, 1904

THE reply of His Excellency the Officer Administering the Government to the petition presented by the ladies of Hongkong in favour of a system of compulsory registration of domestic servants proved a great disappointment. We forebore comment at the time for more than one reason. On such a question it is better to bring to bear a calm and judicial mind rather than to give utterance to the first hasty expression of disgust or disappointment. That the ladies were indignant and disappointed may well be imagined. They had the best of reasons for believing that Mr. MAY, who as Captain Superintendent of Police was very anxious to see registration introduced, and as Colonial Secretary was equally in favour of the measure, would give the weight of his influence in favour of legislation in this direction, and were naturally taken aback by the uncompromising manner of the rejection of their petition. In His Excellency's reply, as conveyed by the Acting Colonial Secretary, no trace of sympathy with the petition is to be gathered, nor even the faintest indication that the receiver was at one time at any rate a warm advocate of registration. The Hon. A. M. THOMSON wrote:—"This question was very fully considered by the Government so recently as 1902, when, after the fullest investigation by the Commission referred to in the petition, it was decided not to legislate for the compulsory registration of servants, but instead to give wider powers for dealing with misconduct by the class of servants that formed the

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KIMBALL ORGANS.

Hongkong, 29th January, 1904. [3355]
NOTICE OF REMOVAL.

THE Business of AH MEN and HING CHEONG & CO., Tailors, will be CARRIED ON from the 17th inst. at No. 8 QUEEN'S ROAD CENTRAL, opposite to the Connaught Hotel.
Hongkong, 5th January, 1904. [128]

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L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.
THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.
SIEMSEN & CO.
Hongkong, 1st January, 1904. [1]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.
THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
REUTER, BRÖCKELMANN & CO., Agents.
Hongkong, 21st April, 1897. [199]

PHENIX FIRE OFFICE.
The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.
DOUGLAS LARRAIK & CO., Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1897. [129]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA. INCORPORATED 1851.
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W. M. MEYERINK & CO.
Hongkong, 18th May, 1903. [194]

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ESTABLISHED 1836.

THE Undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates. Also to accept proposals for LIFE ASSURANCE. Prospectuses on application.
TURNER & CO., Agents.
Hongkong, 23rd September, 1903. [267]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
TOTAL FUNDS at 31st DECEMBER, 1902, \$16,378,771.

I. AUTHORIZED CAPITAL, \$3,000,000 0 0
SUBSCRIBED CAPITAL, 2,750,000 0 0
PAID-UP CAPITAL, 687,500 0 0
II. FIRE FUNDS, 2,867,215 14 10

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO., Agents.
Hongkong, 19th June, 1903. [1888]

THE BOMBAY FIRE AND MARINE INSURANCE COMPANY, LIMITED.
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HOLLAND-CHINA TRADING CO.
Hongkong, 28th November, 1903. [2160]

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THE LEADING MINERAL WATER OF THE EAST Bottled in Japan by H. E. REYNELL & Co.

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Hongkong, 31st July, 1903. [30]

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Hongkong, 18th May, 1903. [150]

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Hongkong, 22nd December, 1903. [3518]

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68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903. [314]

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"NAGASAKI PRESS" OFFICE, Nagasaki;
"KOREA CHRONICLE" OFFICE, Kobe;
"DAILY PRESS" OFFICE, Hongkong, and at the London Office, 131, Fleet Street.
Hongkong, 12th December, 1903.

THE WOMAN ON THE DERELICT. BEING THE STRANGE LOVE STORY OF JOHN BRAMWELL, BY GUY BOOTHBY.

(Author of "Dr. Nikola," "My Indian Queen," &c., &c.)

SYNOPSIS.—John Bramwell, after knocking about the world for many years, arrives in Sydney from San Francisco, and being discharged from his ship looks about for further work. He calls at the office of a shipping firm, is appointed mate of the schooner "Britomart," and the following day sails for Apia. Two years pass away. One day, while Bramwell is sitting on the verandah of an hotel, a man approaches and enters into conversation with him. It appears he is owner of the schooner "Kittiwake," to which some mystery attaches, lying off Apia. He invites Bramwell to go with him and look over his vessel. Learning that he is thinking of leaving the "Britomart," Giles Farrington, as the "Kittiwake's" owner is called, persuades him to take command of his ship. Farrington turns out to be an opium smuggler and pearl poacher. After the two have experienced several adventures years, Bramwell decides to visit England. Leaving the ship at Honolulu, he starts for London on board the "Hulket." On the voyage an abandoned vessel is sighted, and Bramwell has a horrible dream which he cannot banish from his thoughts. Nearing the wreck, the captain suggests that he should accompany the mate on his errand. After taking a good look at the ship from the boat the men go aboard, and are met by a ghastly sight—a man pinned to the deck by knives through his throat and hands. The captain of the vessel is sent for, and on his arrival the search is continued, with the result that a woman is discovered locked in one of the cabins, but in too dazed a condition to give any information.

CHAPTER V.
When I gave my rash assurance to the captain in the belief that I was willing to take upon myself the navigation of the mysterious vessel we had picked up so strangely, I must confess that I scarcely realised what I was letting myself in for. Since then I have often endeavored to account for it but without success. To make my meaning clearer to you, it is only fair that I should say that I never for a moment imagined anything save that she, the unfortunate lady whom we had rescued, would be transported to the "Hulket," and that I should carry the vessel, upon which she had hitherto travelled, home with a scratch crew. I give you this assurance for the simple reason that I am anxious to disabuse your mind of any thought that I was influenced in my decision by the beautiful woman above mentioned. I take it as only fair to myself that I should make this statement, and I give you my word that I do so freely and unreservedly.

"We must go into this matter thoroughly and have witnesses," said the skipper, with a wave of his hand, "for nobody knows what consequences may depend upon it. There's the body under that bit of sail-cloth on the poop, for instance. What are we to do with that? We can both log the account of our finding him, but how's that going to lead to an identification of him? We can put him overboard, but once he's gone, he's gone for ever and day."

"May I make a suggestion, sir?" asked Jackson, who had hitherto sat silent. "Miss Ferguson" (the frivolous widow's daughter) "has a kodak, which I happen to know is half full of plates. If the matter was put to her, I have not the least doubt she would lead it."

"That might be done, we both agreed, though nobody ventured to suggest who should do the work."

"In the meantime," said the skipper, "if you will come back to the ship with me, Mr. Bramwell, we will arrange the other matters. So far as I can see you will want half a hundred things. By the way, I wonder how she is off for stores? We must know that. I'll go back myself at once, and send the steward over, who shall make an inventory, and I'll borrow Miss Ferguson's camera at the same time. While I am away arrange if you can with that poor young thing below to come off to us as soon as possible. The sooner she is away from this craft the better, not only for her sake but for everyone else's. I can leave that safely in your hands, I know."

I promised to do my best, and then Jackson saw him over the side and away back to his own ship.

I hope you have no objection to serving with me, Jackson. I said to the young fellow, when he joined me once more. "I think between us we ought to hit it off very well together."

"I am sure we shall," was his reply. "What I want, however, is to get that body over the side before the men come aboard. You know how superstitious they are, and how they'll turn and twist a thing about until they've made trouble for everyone."

"All in good time—all in good time. Let's hope for once in a way that there won't be a breeze for a few hours, for we have any amount to do. Now, if you will just turn to and see how things are forward, and whether the running gear is in all it should be, I'll go below and talk to the lady."

He jumped up immediately, and went off on his tour of inspection, while I made my way to the cuddy and the lady's cabin. Whoa! I knocked her, came to the door almost at once. This I at first thought was a good sign, but I was soon undeceived. The expression on her face was just as it had been before. Though she looked at me, she did not appear to recognise me. Her beautiful face was deadly pale, while her eyes seemed devoid of even the light of life.

"Will you come into the cuddy?" I asked. She unhesitatingly did as I requested, and reaching the cushioned locker at the further end seated herself upon it. Her small, beautifully shaped hand were tightly clasped in her lap, while her eyes never wandered from the bulkhead at the further end of the saloon.

"I hope you are feeling better than when I saw you last," I began, feeling that I must open the ball somehow.

"I am quite well," she answered, in a dull, monotonous voice, like that of a person talking in his sleep.

"I do not wish to worry you unnecessarily," I continued, "but is it possible for you now to tell me your name?"

For a few minutes she did not answer, then as before she swept her hand across her eyes: "I cannot remember," she replied.

This was discouraging, but I determined to put another question.

"Can you tell me where you joined the vessel?"

Again the discouraging answer was, "I cannot remember."

"Can you recall nothing that happened on the voyage?"

"Nothing!"

An idea struck me, and, asking her to forgive my impertinence, I begged to be permitted to see her pocket handkerchief. She handed it to me with the same docile obedience that had

brought her from the cabin. With undignified eagerness, I examined the square of cambric for some mark which might help to identify her. But the investigation did not help me much. All I could discover was an ornamental 4 embroidered in one corner.

"Your name begins with A," I said; "perhaps if I run over some names commencing with that letter it might assist your memory."

I tried Ada, Alice, Amy, Augusta, Angela, Alexandra, Amelia, Avis, Agnes, Annette, Annie, until my vocabulary was exhausted. To each one she offered the same reply, "I cannot remember."

"Are you aware that you are alone upon this ship?"

"Alone?" she said, with the first sign of surprise I had seen her show. "I did not know it."

"You cannot stay here, and the captain of the ship 'Hulket,' from Sydney to London, has authorised me to offer you a passage in his vessel. You will receive every attention and comfort, and as there are ladies on board they will doubtless supply you with anything of which you may stand in need."

She rose slowly to her feet. "I cannot," she said. "I cannot leave this vessel."

"But it is impossible for you to stay here—I am going to take charge of her, and navigate her to an English port."

"I will not leave her," she said almost fiercely. "This was an unexpected development of the situation, and I did not know how to act. It was impossible to force her to leave the vessel against her will, and yet I had no desire that she should remain on board. I argued with her for several minutes, endeavouring by every means in my power to induce her to do as I asked—but nothing would move her. Her only answer was 'I will not go.'"

But for the trouble she had gone through, I should probably have lost my temper. As it was I had some difficulty in controlling it. Thinking a commonplace question might by chance start a train of thought that would lead to something definite, I inquired whether there was food on board. "To which her only reply was 'Yes, there must be.' But as I knew there was nothing either in the galley or the pantry, and she could not tell me where to find it, I was as badly off as before."

"Will you return to your cabin or will you remain here?" I asked, seeing that it was useless prolonging the discussion.

"I will remain here, if you please," she said, and resented herself on the locker.

I then left her, and went out on to the main deck. I heard the sound of oars alongside, and knew that it must be the boat returning from the "Hulket." The skipper had brought with him the chief steward, whom he immediately despatched with Jackson to the lazaret to take an inventory of the stores.

When they had departed, the skipper turned to me—

"Well, is the young lady ready to come aboard?" he asked. "I don't want to delay any more than I can help, for I have got a notion that it won't be long before we shall have a breeze, and I want to make the most of it."

I explained the position she had taken up, and told him how hard I had tried to persuade her to go.

"Better the girl," he said irritably, "I am sorry for her, of course, but she ought to realise when she is well off. Till, if she won't go, she will have to remain on board under your care, and I wish you joy of the affair. And now for that other ghastly bit of business. I have brought the camera, which I have sealed, and I have also the sail-maker and his mate in the boat alongside. Let us take the photos, after which they can get to work."

(To be continued.)

THE AMERICAN SYSTEM
OF
DENTISTRY.
Dr. M. H. CHAU, 27, DES VEAUX ROAD CENTRAL, HONGKONG, From the University of Pennsylvania, U.S.A. Hongkong, 10th March, 1903. [2490]

SIEN TING.
SURGEON DENTIST.
No. 14, D'ARQUILLAN STREET.
FEE VERY MODERATE.
Consultation Free.
Hongkong, 21st March, 1903. [2]

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1st Floor, 37, Connaught Road.
Hongkong, 13th June, 1903. [334]

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Wholesale and Retail. Prices very moderate.
No. 39, QUEEN'S ROAD CENTRAL
(Opposite Messrs. C. J. GAUFF & Co.).
Hongkong, 16th May, 1903. [3170]

MITSUBISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.
CODE WORD: "DOCK" NAGASAKI.
A. I. A. B. C. Code and Engineering Code used.

DOCK No. 1 (at FATEGAMI).
Extreme Length... .. 523 feet.
Length on Blocks... .. 518
Width of Entrance on Top... .. 89
Width of Entrance on Bottom... .. 77
Water on Blocks at Spring Tide... .. 26

DOCK No. 2 (at MUKAIJIMA).
Extreme Length... .. 371 feet.
Length on Blocks... .. 350
Width of Entrance on Top... .. 66
Width of Entrance on Bottom... .. 53
Water on Blocks at Spring Tide... .. 22
FATEGAMI SLIP (at KOSUGI).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

The COMPANY has a SALVAGE STEAMER, 72 TONS GROSS TONNAGE, with POWERFUL SALVAGE PLANT, READY AT SHORT NOTICE. 1677



Superb Skin
is obtained and maintained by using
'DARTRING' 'LANOLINE'
No imitation can bear the 'Dartring'.
No imitation can be called 'Dartring'.
'DARTRING' TOILET 'LANOLINE'
in collapsible tubes.
'DARTRING' 'LANOLINE' TOILET SOAP.
1905-1

IF YOU HAVE ACQUIRED A TASTE FOR
EGYPTIAN CIGARETTES

TRY
"NELISTA"

A GOOD SMOKE AT MODERATE COST.

MANUFACTURED BY—
W. D. & H. O. WILLS' BRANCH,
BRITISH-AMERICAN TOBACCO COMPANY, LIMITED.

NEW ORIENTE HOTEL

CORNER REAL AND MAGALLANES, WALLED CITY
MOST MODERNLY EQUIPPED HOSTELRY IN MANILA, P.I.
HOTEL
Latest and most Sanitary equipment. Electric Lights and Call Bells. Elegantly Furnished Rooms. Coolest Dining Room in Manila.

RESTAURANT
Handsomely decorated. Cool and pleasant. Best of attendance. Private dining rooms for parties. Only the best of wines and liquors. Under the direction of Mr. and Mrs. Nowirth.

BAR
Under the direction of American mixologist. Anything you want served promptly and pleasantly.

BILLIARD ROOM
Thoroughly modern and up-to-date. Brunswick-Balke tables. Expert Markers in attendance.

STABLES.
Fine turnouts for the guests of the hotel. Elegant rubber-tired carriages, fast horses, good coachmen. The New Oriente Hotel is now open for inspection.

SIMON SCHNEER & CO.,
PROPRIETORS.

BUTTERFIELD & SWIRE,
Agents

LONDON AND LANCASHIRE
ROYAL EXCHANGE
PALATINE
ORIENT
Fire Insurance Companies.

Hongkong, 18th August, 1903. [1319-2]

JAPAN
COALS.

MITSUI BUSSAN KAISHA
MITSUI & CO.
HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET

OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimotsuki, Moji, Wakamatsu, Kure, Nagasaki, Kuchino, Sasebo, Maizuru, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Hokoku, Hondo, Kanetsu, Fujitama, Manabe, Manabe, Onoda, Onoda, Sasahara Tsukuro, Yoshitani, Yoshio, Yunkibaru, and other Coals.

N. INUZUKA, Manager, Hongkong

MIDZUSHIMA & CO.
COAL MERCHANTS.
No. 4, QUEEN'S ROAD CENTRAL (Facing Duddell Street).

HEAD OFFICE: No. 5, SAKAIMACHI, KOBE.
BRANCH OFFICES—HIGASHI-HOMMACHI, MOJI, MINAMI-AJIKAWA, OSAKA and KAIGAN, WAKAMATSU.

AGENCY Mr. S. NAKAYAMA, MOTOMACHI YOKOHAMA.
TELEGRAPHIC ADDRESS: MIDZUSHIMA, Kobe, Moji, Osaka, Wakamatsu, and Hongkong
CODE USED: A 1 & A. B. C. 4th Ed.

Importers of Japanese Coals. Contractors of Coal to the Compagnie des Messageries Maritimes de France, Foreign and Japanese steamers, Arsenal and Japanese Railway Companies, &c. Sole Proprietors of Kamsato and Tenoura Coal Mines. Sole Agents for Kawamatsu, Komatsugawa, Minamio, Ikejiri and Kinsugahata Collieries.

K. UEMURA, Manager
Hongkong, 4th March, 1903.

GESUCHT.
FUER sofort ein gebildetes deutsches Kinderschauspieler für ein 4-jähriges Mädchen in einer deutschen Familie in Yokohama, Japan. Gef. Offerten einzusenden anb. O. H., Yokohama, P. O. Box 275.

PRINTING OF ALL KINDS at the most moderate prices at THE "DAILY PRESS" OFFICE. All proofs are read and all work superintended by Englishmen. Always equal and generally superior to that done anywhere else. Estimates given.

OCEAN STEAM SHIP CO., LD.

AND

CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPA, AND HUMATRA PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"GLAUCUS"	On 5th February.
GLASGOW and LIVERPOOL	"PAK LING"	On 12th February.
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 20th February.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 22nd February.
GLASGOW and LIVERPOOL	"MENELAUS"	On 27th February.
GLASGOW and LIVERPOOL	"RHIPHEUS"	On 4th March.
GLASGOW and LIVERPOOL	"MACHAON"	On 5th March.
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 12th March.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP	"NESTOR"	On 6th February.
LONDON and ANTWERP	"KINPUCK"	On 16th February.
GENOA, MARSEILLES and LIVERPOOL	"KEEMUN"	On 22nd February.
LONDON and ANTWERP	"MOYUNE"	On 1st March.
LONDON and ANTWERP	"GLAUCUS"	On 12th March.
GENOA, MARSEILLES and LIVERPOOL	"AJAX"	On 20th March.
LONDON and ANTWERP	"PAK LING"	On 29th March.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and at PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"AGAMEMNON"	On 24th February.

The s.s. "PELEUS" left Victoria B.C. on the 30th ult., for this port via Japan.

For Freight, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 2nd February, 1904.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"CHIHLI"	On 3rd February.
NINGPO and SHANGHAI	"KWANGSE"	On 6th February.
YOKOHAMA and KOBE	"WUCHANG"	On 6th Feb. 4 P.M.
PORT DARWIN, THURSDAY ISLAND, CAIRNS, COCKTOWN, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 9th February.
	"TSINAN"	On 12th February.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is on board.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND AUSTRALIAN PORTS (See Special Advertisement).

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 3rd February, 1904.

PORTLAND & ASIATIC STEAMSHIP CO

PROPOSED SAILINGS FROM HONGKONG STRAITS INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
"INDRAPURA"	4,889	A. E. Hollingsworth	February 13, 1904
"INDRAMA"	5,197	W. E. Craven	February 15, 1904

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 12th January, 1904.

IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE "SEYDLITZ," OF THE NORDDEUTSCHER LLOYD, Captain C. Dore, due here with the outward German Mail about THURSDAY, will leave for the above places about 12/24 hours after arrival.

NORDDEUTSCHER LLOYD. For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 2nd February, 1904.

FOR YOKOHAMA, KOBE AND TSINGTAU.

THE Steamship "ANDALUSIA," Captain G. Schmidt, will be despatched for the above ports on WEDNESDAY, the 10th inst., at DAYLIGHT.

For Freight, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 2nd February, 1904.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship "MALTA," Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 13th FEBRUARY, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, etc., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 3rd February, 1904.

NOTICES TO CONSIGNEES

STEAMSHIP "YARRA," COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London via s.s. "Midco" and "Ortega," from Bordeaux via s.s. "Ville de Lorient," in connection with above Steamers, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, the 27th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Wednesday, the 3rd February, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 3rd February, or they will not be recognised. All damaged packages will be examined on Wednesday, the 3rd February, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

on-kong, 27th January, 1904.

OCEAN STEAMSHIP COMPANY, LIMITED.

AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"PINGSUEY,"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on or after the 28th instant.

Optional Cargo will be landed, unless intimation has been given prior to steamer's arrival. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 4th prox.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered at the 4th prox. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 11th prox., or they will not be recognised. No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 28th January, 1904.

OCEAN STEAMSHIP COMPANY, LIMITED.

AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"MOYUNE,"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on or after the 30th instant.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 5th prox.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 5th prox. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 12th prox., or they will not be recognised. No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th January, 1904.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD., Agents.

Hongkong, 30th January, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CHUSAN,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo—From London, &c., ex s.s. Arcadia. From Australia, ex s.s. Victoria. From Calcutta, ex s.s. Sumatra. From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M. To-day, the 31st inst.

Goods not cleared by the 6th prox., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 31st January, 1904.

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.

With CHAMBER for 10 CARTRIDGES.

FIRING 10 SHOTS in 2 SECONDS.

SIEMSEN & CO.

Hongkong, 3rd October, 1900.

DON'T COUGH.

DON'T COUGH.

DON'T COUGH.

There is absolutely no remedy so speedy and effective as Keating's Lozenges for Cough, Sore in action, and can be taken by the most delicate.

KEATING'S LOZENGES

KEATING'S LOZENGES

KEATING'S LOZENGES

If you cannot sleep for coughing, one KEATING'S LOZENGE will set you right. They at once check the cough and remove the cause.

EASILY CURE

EASILY CURE

EASILY CURE

KEATING'S COUGH LOZENGES, the unrivalled remedy for COUGHS, HOARSENESS, and THROAT TROUBLES, are sold everywhere in bottles by all chemists.

THE WORST COUGH.

THE WORST COUGH.

THE WORST COUGH.

[2697]

A WONDERFUL DISCOVERY.

This is the result of research and experiment, when all the forces of nature are harnessed for the relief of the sufferer. The discovery is a most important one, and among the many who have been cured, it is a most remarkable fact that the cure is permanent. The discovery is a most important one, and among the many who have been cured, it is a most remarkable fact that the cure is permanent. The discovery is a most important one, and among the many who have been cured, it is a most remarkable fact that the cure is permanent.

BUDWEISER BEER

BUDWEISER BEER

BUDWEISER BEER

EXTRA PALE LAGER IN CLEAR BOTTLES, OF UNIVERSAL POPULARITY.

ANHEUSER BUSCH BREWING ASSOCIATION, ST. LOUIS.

LEADS IN ORDER AND QUALITY

THE BREWERY LARGEST IN THE WORLD.

This Beer is brewed of best Saazer Hops and finest Barley Malt only, and warranted not to contain Chemicals in any form.

The Beer is sterilized after being bottled, and full mature age insures its fine condition in any climate. Beautifully bright, seductively sparkling, and perfectly pure.

F. BLACKHEAD & CO., Sole Agents.

Hongkong, 25th July 1903.

THE BEST

THE OLDEST

THE CHEAPEST

BELT IN THE WORLD

IS

GANDY'S

"THE GANDY BELT," ENGLAND.

SOLE AGENTS: LUTGENS, EINSTAMANN & CO., HONGKONG.

FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &c., and for PRIVATE RESIDENTS AT THE OUTPOSTS. A COMPREHENSIVE AND COMPLETE RECORD

NEWS OF THE FAR EAST is given in the HONGKONG WEEKLY PRESS, with which is incorporated "THE CHINA OVERLAND TRADE REPORT."

Subscription, if paid in advance, 32 per annum. Postage to any part of the World 32.

J. D. EDWARDS, Manager.

Amoy, 3rd December, 1903.

AMOI ENGINEERING CO., LD., AMOI

CALL FLAG E.

REPAIR WORK to Steamers and Launches. Castings in Brass and Iron. Moderate charges. Work solicited.

J. D. EDWARDS, Manager.

Amoy, 3rd December, 1903.

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